

1-7. (CANCELED)

8. (NEW) An automatic multiple-gear transmission, in particular a power bifurcated auxiliary transmission for motor vehicles, in which several power paths are provided in a transmission housing (24) between a transmission input shaft (3) and a transmission output shaft (4) for the purpose of shifting gears, wherein the gears can be depicted with several conversion devices (8, 9, 10) that can be hooked up into a power flow via control elements (5, 6, 7), wherein at least one of the conversion devices (8, 9) is at least partially located in a transmission housing (24) in such a way that radial and tangential forces affecting the at least one of the conversion devices (8, 9), when the translation device is closed, can be transmitted directly into the transmission housing (24).

9. (NEW) The automatic multiple-gear transmission according to claim 8, wherein axial forces abutting the at least one of the conversion devices (8, 9) can also be transmitted directly into the transmission housing (24) via a bearing (23) of the at least one of the conversion devices (8, 9) in the transmission housing (24).

10. (NEW) The automatic multiple-gear transmission according to claim 9, wherein the bearing (23) of the conversion device (8, 9) is equipped with a bearing sleeve (26; 26A, 26B, 26C) on which the at least one of the control elements (6, 7) is at least partially located.

11. (NEW) The automatic multiple-gear transmission according to claim 10, wherein the bearing sleeve (26; 26A, 26B, 26C) is rigidly connected to the transmission housing (24) via at least one support element (25; 25A, 25B, 25C).

12. (NEW) The automatic multiple-gear transmission according to claim 8, wherein the control elements (5, 6, 7) are formed as one or more of positive and non-positive control elements.

13. (NEW) The automatic multiple-gear transmission according to claim 8, wherein the conversion devices (8, 9, 10) comprise at least one spur gear pairing, wherein in each case a spur gear (16, 17) is located on a bearing (23) of the respective conversion device (8, 9) and a second spur gear is located on a countershaft (11).

14. (NEW) The automated multiple-gear transmission according to claim 8, wherein power paths are totaled in a summing transmission in form of a planetary gearset (2).